

I-84 Orchard Interchange to Gowen Interchange

Project # NH-STP-84-2(015)51

Key # 6492

Public Meeting #2 Summary

The purpose of the meeting was to inform local, state and federal agencies and the general public, that the project is moving forward and allow them to share information about existing conditions in the area and give comments about the types of interchange alternatives, congestion management, traffic and topics that the environmental document will address.

Time/Date/Location

I-84 Orchard Interchange to Gowen Interchange

May 17, 2004 (4:00-7:00p.m.)

Holiday Inn- Airport

3300 Vista Ave.

Boise, Idaho

Project Team Staff

In Attendance

Brandon Coates (LFPR)

Lynda Friesz-Martin (LFPR)

Greg Vitely (ITD)

Gwen Smith (ITD)

Bryant Kuechle (ITD)

Jeff Stratten (ITD)

Pam Lowe (ITD)

Dan Coonce (ITD)

Eric Shannon (ITD)

Sue Sullivan (ITD)

Tom Points (ITD)

Dave Szplett (WGI)

Dave Butzier (WGI)

Stephanie Zabala (WGI)

Pete Szobonya (WGI)

Cameron Waite (WGI)

Heidi Carter (WGI)

Scott Richmond (DEA)

Mark Carnopis (Valley Ride)

Catherine Sanchez (ACHD)

Nicole Prehoda (COMPASS)

Toni Tisdale (COMPASS)

Idaho Transportation Department (ITD)

Washington Group International (WGI)

Lynda Friesz Public Relations (LFPR)

David Evans & Associates (DEA)

Valley Ride (Valley Ride)

Ada County Highway District (ACHD)

Community Planning Association of Southwest Idaho (COMPASS)

Meeting Participants'**Demographics**

- A total of 69 people attended the public meeting.
- Of those 69 participants, 56 were male.
- Of those 69 participants, 13 were female.
- 60 participants were representing themselves as businesses, property/homeowners or interested citizens.
- 4 participants were representing neighborhood associations.
- 1 participant was from a state agency.
- 2 participants were from Boise City.
- 1 participant was from ACHD.
- 1 participant was from the Boise Chamber of Commerce.

Public Outreach

April 28, 2004	Postcard mailed to public
May 5, 2004	Newspaper Ad runs in Idaho Statesman and Idaho Press Tribune
May 10, 2004	ITD sends out Press Release
May 11-17, 2004	Billboard placed near Vista Interchange until after the meeting
May 12, 2004	Newspaper Ad runs in Idaho Statesman and Idaho Press Tribune
May 15, 2004	Newspaper Ad runs in Idaho Statesman
May 17, 2004	Public Meeting held
June 1, 2004	Public Comment deadline

Stakeholder/Mailing List

All mailings were sent to the individuals on the stakeholder/ mailing list as well as through a zip code mail drop to the postal routes near the project area. The stakeholder/ mailing list includes property owners, city, county and state officials, local, state and federal agencies, neighborhood associations, local media, and interested public that asked to be included on the mailing list. The mail drop included 9,066 addresses.

Total Mailing Reach 9,066

Summary of Written Comments

Comments were collected from May 17, 2004 through June 1, 2004 regarding the I-84 Orchard to Gowen project. Meeting participants, home/business owners, neighborhood associations, elected officials and interested citizens provided the transportation department with thirteen (13) written comments. Numerous issues and concerns regarding the I-84 Orchard to Gowen project were expressed in each comment form. The comments below are transcribed from the original comment forms which are attached to this report.

Alternatives

- 1) Prefer alternate #3 for heavy traffic moving south off Broadway and heading west on I-84. This design also saves the property @4180 Broadway. (Broadway)
- 2) From what I've seen, Alternative #3 looks the best because it doesn't effect the businesses on the south side, nor does it affect the homes on the north, but it looks like the traffic flow is greatly increased from the downtown traffic wanting on the freeway during rush hours. The addition of more lanes without effecting existing properties makes the most sense. (Broadway)
- 3) Vista- I prefer Alternative 4 because it provides the best LOS. I am, however, concerned about problems on Wright Street.
Broadway- 4Alternative, 4-best LOS
Gowen -1A
I am opposed to have lanes. I have seen them deserted in Seattle and general-purpose lanes gridlocked "Improvements in the level of service in the HOV lane may be offset by the increased delay in the general purpose lane." Why was this open house at the same time as the ACHD Open House? Don't you guys talk to each other?
- 4) What about this option for 10-15 years. Get FHA approval for 3 lanes each way underneath the water changes; add an auxiliary lane between the interchanges, for the 4th lane. Wouldn't this be affordable? 50-70 million?
- 5) Orchard-Realign overpass to west move Wright/Victory further south. This concept fits better with future changes to local road system related future Lake Hazel Alignment.
Vista- Single Point looks best for local road opportunities other wise Par Clo (Partial Cloverleaf) works okay. Need to move or eliminate Wright intersection. Broadway- Par Clo options look good would like to see loop ramp for westbound off. May need to realign industrial to move further from interchange. Ramp motoring-all ramps

Construction

- 6) As a business owner- we are open 24 hours a day, 7 days per week and would hope there are accommodations for keeping access open to my business- if closure is required, only from 11pm to 4am please. (Gowen)

Noise

- 7) Would it be possible to restrict trucks use of compression brakes?
- 8) Noise, noise, noise- these were the top three concerns of our Neighborhood Association. Please consider rubber- enhanced asphalt, curved noise walls, dense landscaping, and berms. Between the airport and I-84 the noise level is well above Federal Standards. Please see the Arizona DOT "Quiet Pavement" project. (8a).
- 9) We are requesting that you do a sound/noise survey that will actually reflect the impact of the people that live next to the interstate. Not 2-3 blocks away. When we were shown

- your noise maps, all the surveys were blocks away from the interstate. We would like to see a sound wall installed now, because of the noise level from the interstate. When you and the extended lanes to the interstate, it will be almost impossible to even hear in our house. There really is no quiet time on the interstate. Maybe between 2am and 4 am. Combine the interstate noise with the airport noise and then see where your levels are. We have lived here in this house 14 years and will probably sell, because of the noise and there goes our property value. We don't want to see the interstate in our backyard. It is already close enough. (Vista)
- 10) All of the area on the north side along the freeway where residential subdivision adjoin the freeway R-O-W, should have sound walls installed when the freeway is widened, and interchanges modified. Sound walls should be a part of the I-84 projects. (Vista)
 - 11) Don't really care what you do as long as you put up a sound wall between orchard and Vista the noise of the freeway already is enough, you can't even enjoy out yards or sleep normal at night, because of all the noise, I hope you can understand our problem, try living here or visit us, any help will be grateful. (Orchard, Vista)

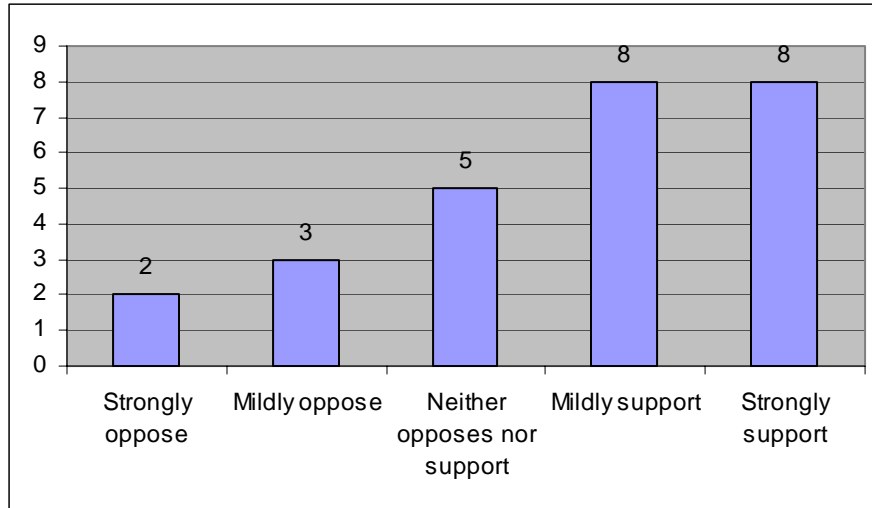
General

- 12) The Sunrise Neighborhood assn, Inc. Complements IDT personnel for their thorough informative public mtg. The SNRA and reiterates our concern for the safety of our residents along the north side of I-84 between Broadway and Vista Avenues – “Now” and in the future – We suggest a temporary safety barrier of some sort along this stretch of freeway prior to the resurfacing in 2005- Depending on final alignment a safety/ sound wall is still necessary. There may be a problem of adequate drainage to the north.
- 13) How may I receive copies of the pictures for the various alternatives for the vista interchange? I would find it very helpful to have the opportunity to study these and the comparison chart at home. Who will make the final decision on which alternate will be structured? What is the timeline for various milestones in this process? When will the decision be made? When do the construction consideration for alternatives and the various environmental impacts for each alternative be looked at together? That is, what are the environmental impacts for each alternative? Do they vary?

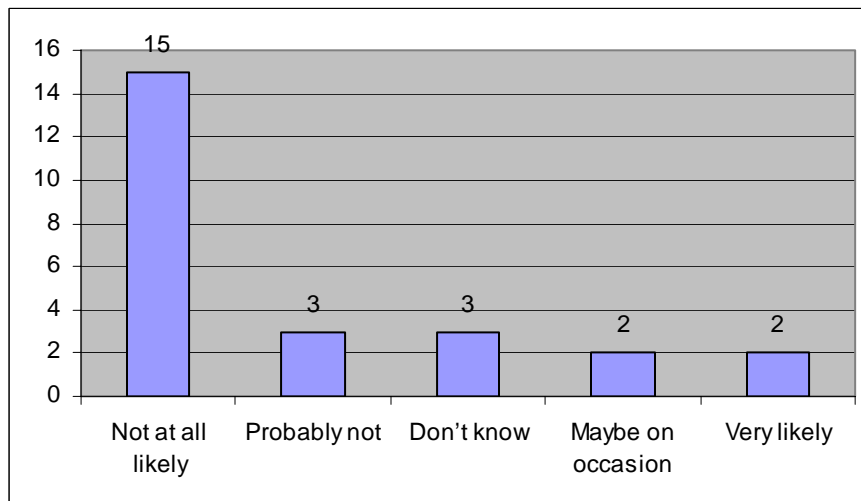
High Occupancy Vehicle (HOV) Lanes Survey

A survey about HOV lanes was conducted during the public meeting. After respondents had viewed the displays and handout information explaining HOV lanes, they were asked four (4) questions. Most respondents lived in or near the project area.

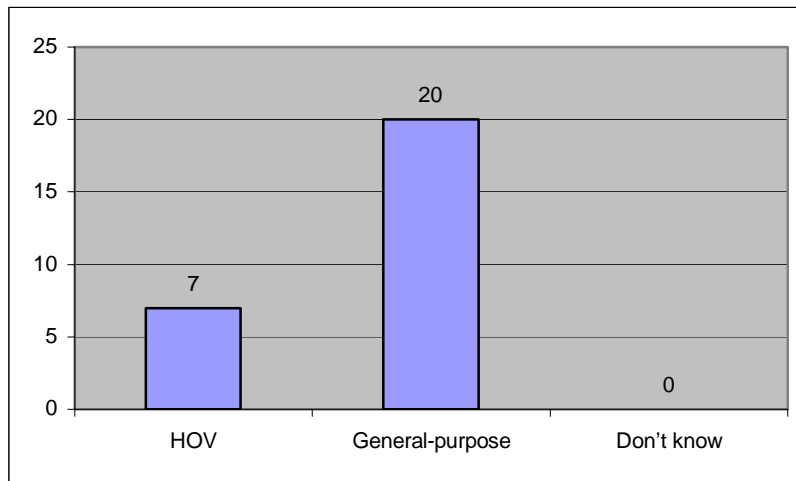
- 1) Would you oppose adding a lane to I-84 as a high occupancy vehicles (HOV) lane?



- 2) How likely do you think you would carpool or use the BUS in order to use HOV lanes if they were available in Boise?



- 3) If there was only enough money to add one lane to a congested freeway, do you think it would be better to add an HOV lane or a general-purpose lane?



- 4) What do you think is the best solution for I-84?

